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TO: Joyce M. Grossnickle, Administrative Officer

FROM: Eric Soter, Director, Division of Planning

DATE: 3/31/2009

APR - 8 2009

County Manager's Office

Subject: Annual Transportation Priorities Review

Presenter (Name & Title): John B. Thomas, Principal Planner & Jim Gugel, Chief of Comprehensive Planning

Requested Date: April 16, 2009

Phone: 301.600.6768

Type of Briefing: (Click box to select)

☐

Administrative Business

☐

Worksession

☐

Closed Session

☐

BOCC/BOE Mtg.

☒

County/Municipal Mtg.

☐

Public Hearing

Board Action Desired:

☐

Decision

☒

Guidance

☐

Information

☐

PowerPoint Presentation

Staff Coordination: This topic has been thoroughly coordinated with the following Division/Department Directors, and they will have representatives at the presentation: (click to place a check mark in the appropriate box).

	Staff	Initials	Date	Comments
	County Attorney			
✓	County Manager	JMT	4/8/09	
✓	Finance Director	JRK	4/3/09	
✓	Budget Officer	mgw	4/3/09	
	Fire & Rescue Services Dir.			
	Management Services Director			

	Staff	Initials	Date	Comments
	Permitting & Development Review Director			
✓	Planning Director	LES	4/2/09	
✓	Public Works Director	JJA	4/6/09	
	Utilities and Solid Waste Management Director			
	Elected Officials			
	Independent Agencies			
✓	Other TransIT Director			

Attachments:

☐

Yes

☐

No

PLEASE NOTE: The **original and 10 copies** of all attachments (including the coordination sheet) are required for the Board of County Commissioners' meetings, which includes the Joint BOCC/BOE Meeting and the County/Municipal Meeting.

If you are scheduled for a **Closed Session**, then you only need to submit the **original and nine (9) copies** of the back-up material. Back-up materials are due to the Administrative Officer **ONE WEEK IN ADVANCE** of the meeting. If materials are not received in a timely manner, you will be asked to reschedule your item.

Date

Signature

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County Attorney			
<input checked="" type="checkbox"/> County Manager			
<input checked="" type="checkbox"/> Finance Director	<i>gjk</i>	<i>4/3/09</i>	
<input checked="" type="checkbox"/> Budget Officer	<i>mjr</i>	<i>4/3/09</i>	
Fire & Rescue Services Dir.			
Management Services Director			

Staff	Initials	Date	Comments
Permitting & Development Review Director			
<input checked="" type="checkbox"/> Planning Director	<i>gjk</i>	<i>4/2/09</i>	<input type="checkbox"/>
<input checked="" type="checkbox"/> Public Works Director	<i>gjk</i>	<i>4/6/09</i>	<input type="checkbox"/>
Utilities and Solid Waste Management Director			<input type="checkbox"/>
Elected Officials			<input type="checkbox"/>
Independent Agencies			<input type="checkbox"/>
<input checked="" type="checkbox"/> Other TransIT Director	<i>gjk</i>	<i>4/7/09</i>	<input type="checkbox"/>

Attachments: ☐ Yes

☐ No

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DIVISION OF PLANNING FREDERICK COUNTY, MARYLAND

Winchester Hall 12 East Church Street Frederick, Maryland 21701 (301) 600-1138

TO: Board of County Commissioners
FROM: Eric Soter, Division of Planning
DATE: March 31, 2009
RE: Annual Transportation Priorities Review

ISSUE:

The Division of Planning presents the **Annual Transportation Priorities Review** to the Board of County Commissioners (BOCC) in preparation for submittal of a summary of recommended Transportation Priorities to the Maryland Department of Transportation in May, 2009.

BACKGROUND

The summary of priorities from the County's Annual Transportation Priorities Review is used by the Maryland Department of Transportation in the preparation of the annual update to the State's Consolidated Transportation Program. The full report includes a summary of priorities for State primary highways, State secondary highways, County roads, Local & Regional Transit, bicycle and pedestrian facilities, and the Frederick Municipal Airport. The summary of recommended priorities to be submitted to the State does not include projects expected to be funded entirely through local funds such as those in local capital improvement programs. The Priorities Review also has been used to aid in the prioritization of the offering of any local contributions to State Highway Projects.

RECOMMENDATION:

Staff recommends that the Board recommend any changes to the summary of priorities as presented and direct staff to prepare a final version of the summary of recommended priorities.

COMMENTS RECEIVED TO DATE:

Frederick County Planning Commission – See attached
City of Frederick Staff – Priorities included in staff report
Town of Burkittsville – Request to support streetscape project in Burkittsville
Town of Myersville – Request for support of ARRA funding for MD 17 in Myersville
Transportation Services Advisory Council – Concurrence with recommended Local and Regional Transit Priorities including the request to prioritize MARC improvements in support of the expansion of Service on the Frederick spur of the Brunswick Line
Frederick Area Committee on Transportation (FACT) – Comments pending



**FREDERICK COUNTY PLANNING COMMISSION
DIVISION OF PLANNING
FREDERICK COUNTY, MARYLAND**

Winchester Hall 12 East Church Street Frederick, Maryland 21701 (301) 600-1138

FCPC Transmittal Memorandum

TO: Frederick County Board of Commissioners
FROM: Frederick County Planning Commission
Through: Eric Soter, Director – Division of Planning
DATE: March 27, 2009
RE: Annual Transportation Priorities Review

At its regular meeting on March 18, 2009 the Frederick County Planning Commission (FcPc) reviewed the County's Annual Transportation Priorities Review to recommend priorities to the Board of County Commissioners.

DECISION

Mr. White made a motion to recommend to the Board of County Commissioners (BoCC) that they approve the Annual Transportation Priorities Review with the addition of the following recommendations:

1. Add Secondary Highway Project Planning request for MD 75 improvements as the #4 priority.
2. Add notation to County Highway Priorities section supporting the extension of Royal Oaks Drive in New Market to MD 75.
3. Add notation to County Highway Priorities section supporting the limiting the widening of single lane bridges except in the cases of required capacity or safety improvements.
4. Consider increased emphasis on and addition of safety related language to streetscape improvement and highway project requests
5. Request addition of cost estimate to State Highway Needs Inventory for MD 144 from Meadow Road to MD 870G, Secondary Project #7
6. Request deletion of State Highway Needs Inventory Secondary Project #6 MD 140 reconstruct from Harnery Rd to Tract Road

Mr. Brown seconded the motion.

Motion: White/2nd Brown

Vote: 6 – 0 – 1 - 0

For: Wolfe, Forrence, Brown, McClurkin, Floyd, White,

Against: n/a

Absent: Hagen

Abstain: n/a

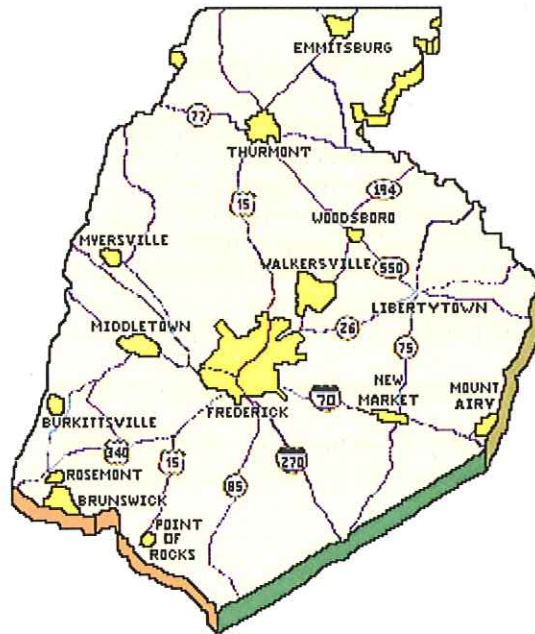
The motion passed.

If you have any questions regarding the Planning Commission's review of this report, please contact John B. Thomas, in the Division of Planning, at 301-600-6768 or email to jbthomas@fredco-md.net.

cc: Ronald Hart, County Manager
Joyce Grossnickle, Administrative Officer
Jim Gugel, Chief of Comprehensive Planning

Frederick County, Maryland

2009 Annual Transportation Priorities Review



Frederick County Division of Planning Staff Report

March, 2009

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Introduction

In December 2001 the County adopted its first Master Transportation Plan (MTP). The MTP provides a countywide focus on transportation needs and more importantly supports a multi-modal approach in addressing the mobility needs of the County. The MTP includes the following components:

- Goal and policy statements from existing plans and studies that address the individual transportation elements.
- Discussion of the relationship between land use planning and transportation.
- List of short-term and long-term projects.
- Discussion of funding sources and processes.
- Identification of next steps and action recommendations.

Purpose

The Transportation Priorities Review includes the State primary and secondary highway project priorities review, conducted annually, with a review of other transportation needs and priorities. While the scope of this review encompasses short and long term priorities, the summary of recommendations focuses on current and next fiscal year (FY09-FY10) priorities, specifically those that do not have full funding allocated.

This review:

- Provides a multi-modal approach to identifying transportation needs and priorities,
- Establishes priorities for County highway projects.
- Establishes priorities for State primary and secondary highway projects,
- Establishes priorities for bus, rail and bicycle/pedestrian projects,
- Identifies support for funding for the Frederick Municipal Airport,
- Assesses the implementation of the Master Transportation Plan action recommendations.
- Identifies funding allocations for the excise tax revenue.

Process and Schedule

The Transportation Priorities Review is presented for review to the County Planning Commission, Transportation Services Advisory Council (TSAC), Frederick Area Committee for Transportation (FACT), and the Frederick County Council of Governments. Comments and recommendations from these groups will be forwarded to the Board of County Commissioners and the Maryland State Delegation for their consideration and final approval. The priority listings for State projects are then transmitted to the appropriate State agencies.

Transportation Funding

In 2001 the County adopted the Building Excise Tax (BET) ordinance, which became effective on February 4, 2002. The BET applies to all residential and non-residential construction within the County, including the municipalities, and is used to

"finance capital projects or indebtedness incurred for capital projects for additional or expanded public road facilities".

To further identify the eligibility for BET funding, the ordinance defines additional or expanded public road facilities as:

"all capital projects for roads, bridges, and intersection improvements in the Frederick County Capital Improvements Program".

The following information focuses on how BET funding has been allocated between County and State projects and more specifically how county funding has been allocated to various State projects. This information may assist the County in determining future allocations particularly for State projects.

In Table 1, the amount of BET revenue being generated is provided along with the general allocation of the funding. Table 2 identifies the specific county contributions towards State projects.

Table 1: Frederick County Building Excise Tax Revenue & Distribution

	FY2002-2007	FY2008 (Actual)	FY2009 (Estimate)	FY2010 (Estimate)
County Bridge Projects	\$ 1,055,710			
County Road Projects	\$ 5,926,370	\$ 100,000	\$ (112,813)	
County Projects	\$ -			
State Projects	\$ 3,142,500	\$ 1,950,000	\$ 1,612,813	
Total Expenditures	\$ 10,124,580	\$ 2,050,000	\$ 1,500,000	\$ -
Total Funds Available	\$ 12,573,907	\$ 4,144,085	\$ 2,809,401	\$1,309,401
Total Revenue	\$ 12,573,907	\$ 1,694,758	\$ 715,316	
Carry-over from previous year	\$ -	\$ 2,449,327	\$ 2,094,085	\$1,309,401
Approx thru 2/28/2009				
	FY2011 (Estimate)	FY2012 (Estimate)	FY2013 (Estimate)	FY2014 (Estimate)
County Bridge Projects				
County Road Projects	\$ 1,500,000		\$ 1,589,500	
County Projects				
State Projects	\$ -	\$ 500,000	\$ 500,000	\$ 500,000
Total Expenditures	\$ 1,500,000	\$ 500,000	\$ 2,089,500	\$ 500,000

With regard to contributing BET funding towards State projects, the County match *had been* limited by the amount of State funding that is allocated. HB561 (Chapter 181), in effect as of July 1, 2006, eliminated the requirement for a 50% match from the State towards the County's BET funding. The MD 85 project; MD 180/MD 351; US 15/Monocacy Blvd. Interchange; I-70 at Meadow Road; and others will provide continued opportunities for using BET funding.

Table 2: County Contributions to State Highway Projects

Project	FY2002- 2007	FY2008	FY2009	FY2010
Monocacy Blvd/US 15	\$ 250,000	\$ 1,000,000	\$ 1,000,000	
MD 140/Toms Creek	\$ 282,500			
I-70/Meadow Road Interchange	\$ -	\$ 250,000	\$ 250,000	
MD 180/MD 351	\$ 250,000	\$ 250,000		
US 40A Improvements	\$ 100,000			
MD 85	\$ 2,100,000			
MD 75	\$ -			
MD 144 Improvements	\$ -			
MD180/Ijamsville/Big Woods			\$ 1,582,751	
Participation in State Projects	\$ 519,938	\$ 450,000	\$ (969,938)	\$ -
Other Completed Projects	\$ 437,062			
General Funded	\$ 797,000			
GO Bonds Funded	\$ -		\$ 250,000	
Excise Tax Revenue Funded	\$ 3,142,500	\$ 1,950,000	\$ 1,612,813	

Highways Overview

For the State highways, priorities are identified for the secondary system, which includes roads such as MD 75, MD 80 and MD 355 as well as the primary system, including I-70, I-270, US-15, & US-340.

Eligible projects for the planning portion of the priority listing are taken from the State's Highway Needs Inventory (HNI), which is attached. The HNI was last updated in 2008 to reflect projects identified on local comprehensive plans. Projects currently in the State's approved FY 2009-2014 Consolidated Transportation Program (CTP) are listed in Table 4.



Project Changes from 2008 State CTP & Priorities Report

There are a number of project phases listed in the 2008 Frederick County Project Priorities Report to the state that were funded in the approved 2008-2013 Maryland State Consolidated Transportation Program. Funding deferrals, due to an economic downturn, were identified by the State in September, 2008 from the 2008-2013 CTP. Most of these funding deferrals were carried forward to the 2009-2014 CTP and are identified below.

Project Deferrals

Planning – *Interstate Development and Evaluation Program*

- I-70/Meadow Road Interchange - project planning deferred

Design – *Primary Development and Evaluation Program*

- US 15/Monocacy Blvd Interchange – partial project engineering deferred. Project design & engineering may proceed with \$2 million (each) contributions from City & County due to revenue reduction

Construction – *Interstate Development and Evaluation Program*

- I-70, Phase 2D from MD 355 to East Patrick Street, \$56 Million - project construction deferred

Safety, Congestion Relief, Highway and Bridge Preservation Program

- New Market Main Street Streetscape – construction funding deferred
- Jefferson Pike, US 340 to Old Holter Road Streetscape – design funding deferred

Project Additions

Safety, Congestion Relief, Highway and Bridge Preservation Program

- MD 80 - Fingerboard Road at Ijamsville / Big Woods Road Intersection Improvements
- MD 464/Souder Road, MD 17 to Maple, 2nd, 9th, City of Brunswick – retrofit sidewalks
- Pedestrian/Bicycle Facilities

- Ballenger Creek Trail - Phase I
- Carroll Creek Park Trail - Phase II

Projects To Be Funded By Developers

Primary Highways

US 340/15 Interchange – As part of the mixed use development (MXD) zoning for the Jefferson Technology Park, the developers will be required to design and construct an interchange connecting US 340/15 with MD 180. Design continues as of 2009.

Secondary Highways

- MD 80/355 Relocated – Reconstruct MD 80 and MD 355 to 4 lanes on relocation east of I-270 north and south of Urbana. Bicycle and pedestrian accommodations have been provided as part of this project. The majority of construction is complete.
- MD 75 - Relocation of 1-mile of roadway at its intersection with MD 80 (approval of the Monrovia Town Center PUD would bring a second developer and addition road improvements to this project) – Not currently funded for any phase.

Major Projects in 2008 priorities report that have been completed

Regional Rail - Point of Rocks MARC Station Parking Expansion

This project included the construction of 227 additional parking spaces at the Point of Rocks MARC Station. With the addition of the new spaces, there are now 503 spaces at this location. Pedestrian access improvements along MD 28 were included in this project. Construction is complete.

Safety, Congestion Relief, Highway and Bridge Preservation

Over \$4.7 million of safety, congestion relief, highway and bridge preservation projects were completed in Frederick County by the State Highway Administration in FY2008. These included resurfacing/rehabilitation, bridge replacement/rehabilitation, and safety/spot improvements.

Federal Stimulus Project Funding

The American Recovery and Reinvestment Act (ARRA) of 2009 was signed into law on February 17, 2009 authorizing over \$48 billion for Transportation Projects in the U.S. Eligible highway, transit, rail, aviation and other infrastructure projects will for the most part need to be "shovel ready" or ready for construction with design and environmental review complete. Projects would be subject to all of the requirements typically applicable to federally funded projects. Maryland is expected to receive at least \$638 million and has initially allocated \$365 million to what they have called Phase I projects.

In anticipation of this bill, the Maryland Department of Transportation (MDOT) and Frederick County separately prepared lists of projects that could be eligible for any available funding. Due to the requirements that projects must be ready to go to construction, MDOT chose system preservation and rehabilitation projects like roadway resurfacing to make up the vast majority of their ARRA eligible projects. Bus and rail transportation projects are also eligible for stimulus funding under a separate transit specific line item. In general these projects have been included in prior approved State Transportation Improvement Programs (STIP), the regional metropolitan organization's transportation improvement program (MwCOG TIP) or the regional Constrained Long Range Transportation Plan before they were to be included on any stimulus lists. Both the STIP/CTP and MwCOG TIP are meant to be compilations of prioritized and funded regional and state projects.

It is important to note that due to the large number of State CTP projects that were deferred due to the revenue reduction, the impact of the ARRA for the State is limited. Additional system preservation funding at the State level in theory could free up funding for those projects currently deferred, but it is important to note that the amount of available stimulus funding to the state is lower than the total amount funding of the state deferred projects. Funding will be supplied to the states based on existing Federal Highway Funding and Transit formulas and will not be project specific. It also should be noted that there may be ARRA funding available from the Department of Defense for BRAC related projects.

The City of Frederick and Frederick County submitted lists of priority projects in their jurisdiction that may be eligible for stimulus funding in the event that Phase II funding from MDOT might be available directly to local jurisdictions. As of March, 2009 MDOT has informed Frederick County that approximately \$3.5 million will be available to Frederick County and its municipalities to address any local project funding requests. The table below summarizes the State's Phase I projects and those requested by the County and City of Frederick.

Project Name	Project Type	Project Status (phase)	Responsible Agency	Funding Requested	Submittal Status
SHA District 7 Safety & Resurfacing	State Highway	Construction	SHA	Funded – MDOT Phase I	MDOT List
MD 80 at Big Woods/Ijamsville Road	Highway	Construction	SHA	Funded – MDOT Phase I	MDOT List
Locally Operated Transit Systems	Transit	Construction	MTA - TransIT	Funded – MDOT \$1.3 Million+ Phase I	MDOT-MTA
MARC Rail Improvements	Transit	Construction	MTA	Some Funded Statewide	MDOT-MTA
I-70 Phase 2D	State Highway	Construction	SHA	\$56 Million – Not Funded	Frederick County Request to State
New Market Streetscape	Streetscape	Construction	SHA/Town of New Market	MDOT Phase II – Not Funded	MDOT List
Monocacy Blvd Phase I	Road	Construction	City of Frederick DPW	\$18,000,000	City of Frederick Request to State

Project Name	Project Type	Project Status (phase)	Responsible Agency	Funding Requested	Submittal Status
Monocacy Blvd Phase II	Road	Construction	City of Frederick DPW	\$24,500,000	City of Frederick Request to State
Christophers Crossing	Road	Construction	City of Frederick DPW	\$27,000,000	City of Frederick Request to State
Reconstruction and related improvements Main Street / MD 17 in Myersville	State Highway	Construction	Town of Myersville	\$1,200,000	Town of Myersville Request to State
Frederick County Pavement Management	County Roads	Construction	Frederick County DPW	\$10,733,000	Frederick County Request to State
Reichs Ford Road Phase I	County Roads	Construction	Frederick County DPW	\$7,009,000	Frederick County Request to State
Roads Satellite Facilities	County Roads	Construction	Frederick County DPW	\$810,000	Frederick County Request to State
Guilford Drive/Industrial Lane Signal	County Roads	Construction	Frederick County DPW	\$180,000	Frederick County Request to State
Crestwood Blvd Improvement	County Roads	Construction	Frederick County DPW	\$519,000	Frederick County Request to State
New Design Rd/Guilford Signal	County Roads	Construction	Frederick County DPW	\$200,000	Frederick County Request to State
PMP Overlay	County Roads	Construction	Frederick County DPW	\$3,329,000	Frederick County Request to State
PMP Surface Coat	County Roads	Construction	Frederick County DPW	\$812,000	Frederick County Request to State
Ijamsville Road Phase I	County Roads	Construction	Frederick County DPW	\$6,287,000	Frederick County Request to State
Gum Springs Road Bridge/Culvert	City of Brunswick	Construction	City of Brunswick	\$600,000	Brunswick Request to State
Carroll Creek to Rock Creek Trail Connection	Bicycle / Pedestrian	Construction	City of Frederick DPW	\$2,700,000	City of Frederick Request to State

State Primary Highway Priority Listing & Status

Pre-Engineering/Design

I-270/US 15 Multi-Modal Corridor Study - Because it is unlikely that the entirety of the \$3.0+ billion project will be constructed at once, Frederick County should begin the process of determining high priority breakout projects to move forward with design/engineering – either interchanges, safety improvements, or widening of highway road segments in Frederick County – in anticipation of the completion of the planning study in 2009. This process will need to be coordinated with the City of Frederick, Montgomery County and the Maryland Department of Transportation. Current construction estimate for Frederick County Highway improvements is \$1.2 billion. *Project Status:* Fully funded for planning only. EA expected completion by end of 2009, planning to continue through FY2010, public hearing planned Summer, 2009. **This is a BRAC related project.**

Planning

I-70/Meadow Road Interchange – Restore deferred funding for Planning and Preliminary Engineering. *Project Status:* Frederick County has contributed \$500,000 towards the planning phase of this project. State funding deferred due to 9/08 revenue reduction.

Design & Engineering

I-70 Phase 4 (I-70 widening from I-270 west to Mt. Phillip Road) - The widening of the mainline from two lanes to three lanes in each direction is needed to eliminate congestion and the bottleneck through this corridor. SHA is currently finalizing the conceptual design. The current design will impact 4 bridges and 2 ramps between I-270 and I-70. At least two of the bridge widenings would allow parts of the MD 180-351 project to proceed. Right-of-way is needed for storm water management only. *Project Status:* Partially funded for design/engineering through FY 2010. Additional \$6 million needed to complete design/engineering and \$4.1 million needed for ROW.

Construction

1. **I-70, Phase 2D** – Construct Patrick Street intersection improvements, widen I-70 east of MD 355 to east of MD 144; replace the I-70 bridge over Reichs Ford Rd.; construct a new on-ramp from MD144 to westbound I-70; and construct new ramps from EB/WB I-70 to Reichs Ford Rd. Restoration of full project construction funding deferred due to revenue reduction. *Project Status:* Preliminary design investigation is complete. Remaining design & construction can be completed as a design/build project. Project is eligible for and has been submitted for ARRA phase II stimulus funding.
2. **US 15/Monocacy Blvd Interchange** – Proposes construction of a new interchange as well as approach road improvements. Project planning is complete with location approval and preliminary investigation report expected Summer 2009. SHA's portion of design funding has been deferred due to revenue reductions. *Project Status:* After discussion with SHA, it is expected that design can proceed with the contributions from Frederick County and the City of Frederick without the full States share. The County has previously allocated \$2,000,000 for design/engineering. The City of Frederick has allocated \$2 million towards design/engineering. It is expected that design/engineering can be completed by the end of 2011. Construction funding is requested. **This is a BRAC related project.**

State Secondary Highway Priority Listing

Projects included on this listing are recommended to be included in the State's Consolidated Transportation Program (CTP) for project planning. The County's 2009 priority listing State secondary highways is provided below.

Planning

1. **MD 144** – This project proposes the widening of the roadway from existing 4-lane section that ends just west of Spring Ridge Parkway westward to intersection at the ramp from westbound I-70 (just west of Bowmans Farm Road).
2. **MD 194** – This project includes the widening to a 4-lane divided roadway between MD 26 and Devilbiss Bridge Road. This project would address both capacity and safety issues.
3. **MD 464 (Souder Road)** – This project includes reconstruction as a two-lane roadway between MD 79 and the eastern limits of the City of Brunswick.

Design & Engineering

1. **MD 85 Phase III** - Funding for the section from Crestwood Blvd to English Muffin Way. *Project Status:* Partially funded for design through FY2011. Additional \$8.4 million needed to complete engineering for Phase II & III.
2. **MD 85 Phase II** - Funding for the section from Spectrum Drive to Guilford Drive. *Project Status:* Partially funded for design through FY2011. Additional \$8.4 million needed to complete engineering for Phase II & III.
3. **MD 180-351** - Funding for design and engineering of interim improvements and capacity upgrades to the MD 180 – MD 351 corridor from Greenfield Drive to Corporate Drive. *Project Status:* Planning expected to continue through FY 2010, all alternatives have been carried forward for full review. Public hearing on alternatives and locally preferred alternative selection scheduled for 2009. Additional funding for planning should not be needed unless FHWA requires full EIS. The county has contributed \$500,000 to project planning for this project with expected completion in FY10.

Construction

- **MD 85 Phase I** - Frederick County is requesting construction funding to advance Phase I of the MD 85/I-270 interchange reconfiguration. *Project Status:* 30% design completion and preliminary investigation approval is anticipated in Summer, 2009. Right-of-way review and approval would continue after preliminary investigation with the possibility of a winter 2010/2011 construction advertising date if funding were available. Design/engineering completion is expected in 2011. The County has previously allocated \$2.1 million toward planning, design and engineering. Phase I is fully funded for the design/engineering phase. Construction cost is currently estimated at \$70-\$75 million.

Table 4 shows the status, description and funding of major State highway Projects in Frederick County in the FY09-FY14 Maryland Consolidated Transportation Program.

Table 3: Maryland CTP Major Highway Projects FY09-FY14 (\$,000)

Map Key #	Project / State Highway Program	Description	Project Status	FY 2009 Funding (\$,000)	FY 2010 Funding (\$,000)	2009-2014 State Funding Programmed (\$,000)
1	I-70 Phases 2C, 3C (East St./I-70)	Construct new East St. between South St. & Walser Dr; stormwater management ponds & pumping station; East St. interchange at I-70; new MD 355 bridge.	Under Construction - Completion CY2009.	28,964	0	28,964
2	I-270 Bridge at Dr. Perry Rd	Replace deteriorated bridge over Dr. Perry Rd.	Under construction as of FY09.	3,313	5,832	9,145
3	MD 28 Tuscarora Road	Replace Bridge 10016 over Washington Run; shoulders and bike/pedestrian use included.	Open to Service.	1,173	0	1,173
4	MD 80 & MD 355	Reconstruct MD 80 & MD 355 to 4 Lanes north and south of Urbana.	Construction mostly complete.	0	0	0
5	MD 180, Jefferson Pike	Replace structure 10178 over tributary of Potomac River in Knoxville.	Under construction.	1,754	0	1,754
6	I-70 Baltimore National Pike	Upgrade existing I-70 from Mt. Philip Rd. to MD 144.	Partial Engineering & ROW underway. Need additional \$3.2 million (Eng.) & \$4.1 mill. (ROW).	50	228	278

Map Key #	Project / State Highway Program	Description	Project Status	FY 2009 Funding (\$,000)	FY 2010 Funding (\$,000)	2009-2014 State Funding Programmed (\$,000)
7	I-70 Phase 2D (MD355 to east of MD 144)	Construct Patrick Street intersection improvements, widen I-70 east of MD 355 to east of MD 144; replace the I-70 bridge over Reichs Ford Rd.; construct a new on-ramp from MD144 to westbound I-70; and construct new ramps from EB/WB I-70 to Reichs Ford Rd.	Engineering & ROW underway - Construction Funding deferred due to revenue reduction; ROW acquisition continues. Federal stimulus funding requested for full construction costs of this project.	100	2,000	4,063
8	I-70/Meadow Rd.	Study to construct missing interchange movements at Meadow Road.	Project planning on hold due to revenue reduction; costs shown do not include \$500k county share.	0	0	0
9	I-270/US 15	Multi-modal study looking at highway & transit improvements between Shady Grove Metro Station and Biggs Ford Rd. (27.9 Miles).	Project planning underway; need additional \$0.2 million to complete planning phase.	750	433	1,183
10	US 15/Monocacy Blvd. Interchange	Study to develop interchange options at Monocacy Boulevard.	County and city funded Planning. Cost-sharing with County and City is anticipated for funding design/engineering. Amount shown reflects SHA share only.	226	0	226
11	MD 85 - Buckeystown Pike	Upgrade MD 85 to a multi-lane divided highway from south of English Muffin Way to North of Grove Road. Wide curb lanes will accommodate bicycles.	Partial Engineering underway. Need additional \$9.9 million to complete Engineering of which County funded \$1.5 million. Cost shown reflects SHA share only.	253	497	4,641

Map Key #	Project / State Highway Program	Description	Project Status	FY 2009 Funding (\$,000)	FY 2010 Funding (\$,000)	2009-2014 State Funding Programmed (\$,000)
12	MD 180/MD 351, Jefferson Pike/Ballenger Creek Pike	Study to improve the existing capacity and traffic operations along MD 180 and MD 351 from Greenfield Dr. to Corporate Dr., while supporting existing and planned development.	Project Planning underway; County contributing \$500,000 to project planning.	586	0	586
TOTALS - INTERSTATE, PRIMARY, & SECONDARY CONSTRUCTION, DEVELOPMENT, & EVALUATION PROGRAMS				\$39,688	\$3,158	\$48,700

Maryland State Highway CTP 2009-2014 Major Highway Projects

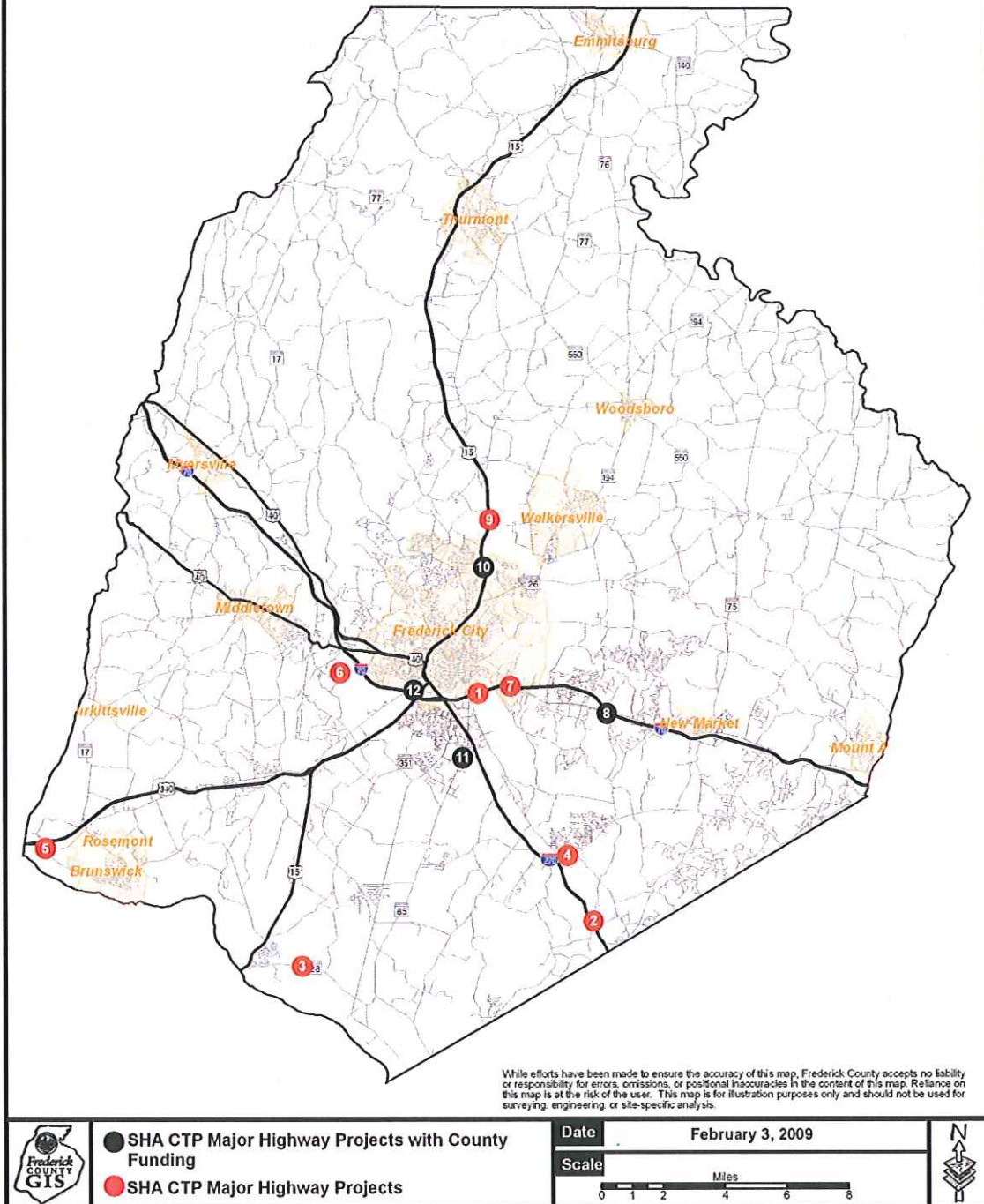


Figure 1: Map - Maryland State Highway Major Highway Project Locations in Frederick County

County Highway Priorities

Table 4 includes the County highway system projects as adopted in the FY 2009-2014 Capital Improvements Program (CIP), while table 5 includes a draft of the FY 2010-2015 CIP. Roadway projects noted below are based on the County's 20-Year Infrastructure Needs Assessment Study (completed in 2001), the County Comprehensive Plan and the County's Regional Traffic Studies.

Table 4: Frederick County CIP Highway funding FY09-FY14

FREDERICK COUNTY FY 2009 - 2014 CAPITAL IMPROVEMENTS PROGRAM BOCC ADOPTED HIGHWAYS All amounts are in (000)s of Dollars									
PROJECT:	TOTAL PRIOR & ADOPTED	PRIOR APPROVAL	ADOPTED TOTAL	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014
Pavement Management Program	81581.61	22496.45	59085.16	11052.99	9908.36	9720.84	9770.76	9430.03	9204.18
Roads Signalization / Roundabouts	2047.42	497.42	1550.00	300.00	250.00	250.00	250.00	250.00	250.00
Pipe Culvert Replacement	3985.96	1235.96	2750.00	250.00	500.00	500.00	500.00	500.00	500.00
Roads Satellite Facilities	1670.00	260.00	1410.00	820.00	590.00	0.00	0.00	0.00	0.00
Driving Surface Aggregate Demonstration Project	150.00	0.00	150.00	150.00	0.00	0.00	0.00	0.00	0.00
Participation in State Projects	3969.94	969.94	3000.00	500.00	500.00	500.00	500.00	500.00	500.00
I-70 / Meadow Road Interchange Improvements	500.00	250.00	250.00	250.00	0.00	0.00	0.00	0.00	0.00
US 15 / Monocacy Blvd Interchange	2250.00	1250.00	1000.00	1000.00	0.00	0.00	0.00	0.00	0.00
State Highway Project Contribution Totals	6719.94	2469.94	4250.00	1750.00	500.00	500.00	500.00	500.00	500.00
TOTALS	96154.93	26959.77	69195.16	14322.99	11746.36	10970.84	11020.76	10680.03	10454.18
SOURCE OF FUNDS:									
GENERAL FUND	88014.99	24229.83	63785.16	12002.99	10656.36	10470.84	10520.76	10180.03	9954.18
GO BONDS	1670.00	260.00	1410.00	820.00	590.00	0.00	0.00	0.00	0.00
BUILDING EXCISE TAX	6469.94	2469.94	4000.00	1500.00	500.00	500.00	500.00	500.00	500.00
TOTALS	96154.93	26959.77	69195.16	14322.99	11746.36	10970.84	11020.76	10680.03	10454.18

Table 5: Frederick County DRAFT CIP Highway funding FY10-FY15

FREDERICK COUNTY FY 2010 - 2015 CAPITAL IMPROVEMENTS PROGRAM RECOMMENDED TOTAL HIGHWAYS All Amounts are in (000)s of Dollars									
PROJECT:	TOTAL PRIOR & UPDATED	PRIOR APPROVAL	UPDATED TOTAL	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Pavement Management Program	90,981.92	33,549.44	57,412.48	9,542.95	9,577.83	9,621.43	9,518.97	9,576.74	9,574.56
Roads Signalization / Roundabouts	2,372.42	797.42	1,575.00	262.50	262.50	262.50	262.50	262.50	262.50
Roads Stabilization	59.00	-	59.00	-	59.00	-	-	-	-
Pipe Culvert Replacement	4,835.96	1,465.96	3,150.00	525.00	525.00	525.00	525.00	525.00	525.00
Roads Satellite Facilities #2	2,162.00	1,082.00	1,082.00	-	-	-	-	-	-
Participation in State Projects	3,000.00	-	3,000.00	500.00	500.00	500.00	500.00	500.00	500.00
TOTALS	103,191.30	36,912.82	66,278.48	11,912.45	10,924.33	10,908.93	10,806.47	10,864.24	10,862.06
SOURCE OF FUNDS:									
GENERAL FUND	100,731.30	36,652.82	64,078.48	12,212.45	10,424.33	10,408.93	10,306.47	10,394.24	10,362.06
GO BONDS	(540.00)	260.00	(800.00)	(800.00)	-	-	-	-	-
BUILDING EXCISE TAX	3,000.00	-	3,000.00	500.00	500.00	500.00	500.00	500.00	500.00
TOTALS	103,191.30	36,912.82	66,278.48	11,912.45	10,924.33	10,908.93	10,806.47	10,864.24	10,862.06

Local Transit

For transit projects the priorities are divided into local priorities for TransIT Services and regional priorities for transit / commuter service. The priorities include capital and/or operating projects.

The April 2007 Transportation Development Plan (TDP), provides guidance for the development of community transportation services for a six-year period. The plan forecasts operational and capital needs related to fixed-route transit, paratransit and commuter shuttle services. The plan recommends a phased expansion of transit services in both the rural and urbanized areas of the County focusing on areas of residential and employment growth. Transit friendly design standards supportive of future transit growth are also recommended.



The number one priority every year is to maintain existing service levels.

Local Transit Recommendations FY09 – FY10

- Frederick County requests funding to expand Connector route service to provide 30-minute service frequencies throughout the day. **This is a BRAC related project.**
- Frederick County requests funding to expand peak-period shuttle service to regional communities such as Urbana, Middletown and New Market. **This is a BRAC related project.**
- Frederick County requests funding to expand paratransit service to meet growing demand.
- Frederick County requests funding to expand facilities and infrastructure to meet existing and future needs related to BRAC activities and projected growth including:
 - Parking Expansion
 - Facility Expansion
 - Passenger Shelters and Transfer Centers

Regional Transit

I-270 Transitway Study

The I-270 Transitway Study is a priority item that is carried over from the 2005 & 2006 priority reviews. The scope of this study is described below. An action recommendation included in the Master Transportation Plan (MTP) identified the need to conduct a detailed design/engineering study of the I-270 transitway within Frederick County. This study would go much further than the first transitway study conducted in 1991 that identified a more conceptual alignment for the transitway that has been on the County's regional plans since 1992. The cost of this study could be as much as \$250,000 depending on a final scope. There is potential contribution of \$250,000 from the applicant/developer of the Urbana Town Center Employment District MXD project east of I-270, on the southwest side of MD 355 and south of Park Mills Road that may be applied to the cost of this study. The study funding would be available only upon signing of a developer submitted letter of understanding by the Frederick County Planning Commission. A preliminary scope would address the following:

- Determine feasibility of alternative alignments in the Urbana section.
- Determine feasibility of traversing the Monocacy Battlefield Park.
- Conduct a detailed engineering study to develop a plan & profile of an alignment.
- Identify station locations and parking needs.
- Identify yard and shop location.
- Analyze demand for reverse commute (North bound in a.m.) levels
- Provide funding for an additional local transit connection between the Urbana Park & Ride and the Monocacy MARC station.

Maryland Transit Administration Commuter Bus #991

This commuter bus service serves two stops in Frederick County, the Monocacy MARC station and the Urbana Park & Ride, carrying users to the Shady Grove Metro Station. There are plans for an additional stop to be added at the Myersville Park & Ride in FY2010. The County recommends the State continue to fund this important service.

Enhance MARC System Service in Frederick County

The County should continue to seek ways to maximize the investment in Frederick's MARC system service by increasing ridership. Increasing the frequency of the Frederick spur rail service is a major goal toward this end. Maryland Transit Administration's (MTA) long-term plan shows this increase by 2016. Currently, MARC Service from the Monocacy and Downtown stations is only available via three a.m. departures and three p.m. arrivals per weekday. Interim improvements that would increase ridership might include allowing passengers to board the Frederick train at Point of Rocks as well as providing Meet-the-MARC shuttle service to Point of Rocks and Monocacy stations (instead of the Frederick Station).



MARC System Recommendations

Maximize investment in the Frederick's MARC system service and the FY 2009 - 2014 CTP planned MTA investment in additional passenger cars, locomotives, and signal improvements along the MARC Brunswick line to accommodate existing and increase rider-ship by increasing the frequency of service to the Frederick County MARC Stations.

Regional Transit Priorities FY09 – FY10

- Provide regional transit connection options between the Urbana Park & Ride and the Monocacy MARC station. This could include reverse commute or reduced fare options on the existing MTA 991 bus service. **This is a BRAC related project.**
- **MTA commuter bus** - Establish additional service from north of the City of Frederick to serve the Monocacy MARC Station and Shady Grove Metro. **This is a BRAC related project.**
- **MTA commuter bus** - Establish service from the Frederick area to the Baltimore area. **This is a BRAC related project.**
- **MARC System** – Restore any funding deferred due to the 9/08 revenue reduction and fund improvements in the Frederick's MARC Commuter Rail service by adding additional passenger cars, locomotives, and providing signal improvements along the MARC Brunswick line to accommodate existing and increase ridership by increasing the frequency of service to the Frederick City Spur line MARC Stations. **This is a BRAC related project.**
- **MARC System** - Fund reverse commute service on Brunswick Line and Frederick Spur & provide improvements at Point of Rocks Station for Frederick Spur line trains to board or disembark at Point of Rocks. **This is a BRAC related project.**
- **I-270 Transitway Study** – Frederick County requests funding to match developer and county contributions to conduct an engineering/corridor preservation study of the I-270 Transitway, an extension of the Corridor Cities Transitway into Frederick County. This study would assess the current master plan alignment to determine if the alignment is suitable or whether alternates should be considered. **This is a BRAC related project.**

Bicycle and Pedestrian Facilities

This element addresses priorities for a network of off-street shared use paths, on-street bikeways, and pedestrian facilities. These facilities should not be looked at only as recreational resources but also as an integral part of a complete transportation system with options for all modes of travel. Implementing projects that provide for bicycle and pedestrian safety improvements and increased access to transit can also reinforce priorities. Increases in funding within the scope of future capital improvement programs could come in the form of the designation of sidewalk retrofit funds, safe routes to school funding, improved access to transit, bicycle and pedestrian safety spot improvements, on-street bikeway improvements and / or additional off-street shared use path projects.

Off-Street Shared Use Paths

The County's Bikeways and Trails Plan, adopted in 1999, identified several priority shared-use path corridors for implementation. These corridors will be subject to more detailed master plan study or design phase followed by construction. The Division of Planning & Division of Parks and Recreation would both continue to be responsible for planning phases while the Division of Parks and Recreation would be responsible for the design and construction phases.



The goal of having in place in any given fiscal year, at least one shared-use path project under construction, one project in the design phase, and one project in the conceptual planning phase (preparing for design funding), has been implemented with the adoption of the FY2008-2013 CIP and should be continued within the scope of future County CIP updates. Reviewing the 1999 County Bikeways and Trails Plan and future updates shall prioritize specific projects. Completing missing links, establishing Safe Routes to Schools and coordination with local, state, and regional efforts such as the Grand History Loop Trail from Gettysburg to Washington D.C. should be a consideration in planning future priorities. Participants in the conceptual development of the Grand History loop project include representatives from Maryland DNR, the Rail-to-Trails Conservancy, the National Park Service, Anne Arundel County, the State of Pennsylvania, York County PA, and others.

The City of Frederick has committed \$4.9 Million to shared use path development for the FY 2008-2013 period, not including an additional \$3.85 Million committed to the Carroll Creek Linear Park project. In addition to Carroll Creek Linear Park, priority corridors within the City, that funding has been identified for include Rock Creek Park, connections west of Baker Park, and the East Street / State of Maryland owned rail right-of-way.

Priority shared-use path corridors, current project phase and the agency/jurisdiction responsible for them are as follows:

Planning

1. Monocacy River Greenway Phase I – between Tuscarora Creek and Ballenger Creek – (Frederick County, City of Frederick, National Park Service) *Part of Grand History Loop and identified as a priority regional Bikeway and Trail project by the Metropolitan Washington Council of Governments (MWCOC) in 2008.*
2. H&F Trolley Trail Section 3 – Moser Road to Blue Mountain Trail Section 2 between Water St. and Moser Road is complete (Town of Thurmont/Frederick County) *Part of Grand History Loop*

Design / Construction

- Ballenger Creek Trail Phase I – Construction of a paved multi-use trail between New Design Rd. and Ballenger Creek Elementary School. Design of Phase I will continue through FY 2009 with construction in FY 2010.
- Point of Rocks/MARC Station Access Trail – The access trail will involve development of an asphalt walkway along the eastern boundary of the community park. Emphasis will be for a commuter walkway between the Point of Rocks MARC Station and the residential communities to the north of the park. Construction funding is in place for FY 2009.

Other trail projects in the county in various phases of advanced development include:

- Ballenger Creek Trail – Future Phases by developers (Frederick County)

Other Municipal Projects: Design / Construction

- Rock Creek Trail – Carroll Creek Trail – (City of Frederick)
- Carroll Creek Linear Park Extension East to Patrick Street (City of Frederick CIP)
- East Street Path – Carroll Creek to MD 26 (City of Frederick CIP)

The following table shows planning level cost estimates for different phases of shared use path development and maintenance.

Type of Facility - Surface	Project Phase	Width / Per Mile	Planning Level Cost
Shared Use Path - Asphalt	Construction	10' / per mile	\$350,000 - \$1,000,000+ ¹
Shared Use Path - Feasibility	Planning	Per mile	\$5,000 - \$10,000
Shared Use Path - Engineering	Design	10-15% of Project	\$50,000 - \$125,000 ³
Operations / Maintenance Cost	Maintenance	Per mile	\$10,000 - \$20,000

¹: Construction costs can vary widely depending on bridge needs, steep slopes, etc. ; figure does not include r-o-w acquisition

²: Cost varies based on total length and difficulty of implementation of route (crossings)

³: Typically 10% - 15% of Construction Cost

The Frederick County 2009-2014 Capital Improvement Program line items specific to off-street bikeways and trails are summarized in the following table, to date general obligation bond funds have not been used to fund this program:

Table 6: Frederick County CIP Bikeways & Trails funding FY09-FY14

FREDERICK COUNTY FY 2009 - 2014 CAPITAL IMPROVEMENTS PROGRAM BOCC ADOPTED Bikeways & Trails All amounts are in (000)s of Dollars									
PROJECT:	TOTAL PRIOR & ADOPTED	PRIOR APPROVAL	ADOPTED TOTAL	Phase 1 and 2 to enhance 50%					
				FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014
Bikeways & Trails Program	5,652.10	1,920.44	3,731.66	1,172.29	167.61	1,028.27	167.61	1,028.27	167.61
Point of Rocks MARC Station Access Trail	667.59	207.47	460.12	460.12					
TOTALS	6,319.69	2,127.91	4,191.78	1,632.41	167.61	1,028.27	167.61	1,028.27	167.61
SOURCE OF FUNDS:									
GENERAL FUND	76.50	76.50	0.00	0.00	0.00	0.00	0.00	0.00	0.00
RECORDATION TAXES	4025.65	1327.57	2698.08	1086.51	167.61	554.37	167.61	554.37	167.61
GRANTS	2217.54	723.84	1493.70	545.90	0.00	473.90	0.00	473.90	0.00
TOTALS	6319.69	2127.91	4191.78	1632.41	167.61	1028.27	167.61	1028.27	167.61

On-Street Bikeways

On-street bikeways include marked bike lanes, road shoulders, and signed shared roadways. The construction of new shoulders/curb lanes would typically be done as part of an upgrade/reconstruction project for the road itself. Highways with shoulders could be marked either by signs only or with signs and painted markings. There is precedent in the State of Maryland (St. Mary's & Montgomery Counties) for marking shoulders as bike lanes with appropriate bicycle stencil pavement marking. Marking and signing of designated bike routes should also be part of routine and planned resurfacing or remarking of county highways on designated bikeways.



The 1999 Bikeways and Trails Plan identifies a number of priorities for the development of on-street bicycle facilities. The Division of Planning would be responsible for identifying priorities and funding sources while the implementation/construction of these projects would be the responsibility of the Division of Public Works after approval in the budget process. Signing and marking plans for each route would be developed by qualified licensed design consultants as part of the funded CIP design process and resurfacing program prior to any implementation. These signing and marking plans should be based on standards set forth in the Maryland State Bicycle and Pedestrian Design Guideline, Maryland MUTCD, & AASHTO guidelines. Providing connections between existing on and off street bikeways and trails, residential and employment centers and establishing Safe Routes to Schools should again be a priority. The facilities and the jurisdiction are provided below.

Table 7: Frederick County Priority On-street Bikeway Corridors

Road Section	Start-End Points	Potential Bikeway Type	Jurisdiction
New Design Road	Elmer Derr Road to Frederick City Line	To be determined at time of resurfacing may include wide curb lane & shoulder on sections where width permits. Coordinate signage & marking issues in conjunction with Ballenger Creek Trail when it is constructed to New Design Road. Part of Grand History Loop.	County / Frederick City
Rosemont Ave. / Yellow Springs Road	US 15 to Hamburg Rd	To be determined in CIP scope for roadway segments in CIP	County / Frederick City
Monocacy Blvd / Christopher's Crossing	I-70 to US 15, US 15 to Fort Detrick	To be determined in CIP scope for roadway segments in CIP	County / Frederick City
Old National Pike	Frederick City Line to Carroll County Line	To be determined in CIP scope	County / SHA
New Design Road	Elmer Derr Road to Potomac River	Unknown, not currently in CIP. Part of Grand History Loop.	County / Frederick City

In addition to the priority corridors identified above in the bikeways and trails plan, the following existing & potential county CIP projects have included within their scope the addition of shoulders for accommodation of cyclists:

Table 8: Frederick County Road Projects with Designated Bikeways

County CIP Project	Shoulders/Curb Lanes Included	Designated Bikeway	CIP Project
Christopher's Crossing Widening	***	Yes	Yes
Ijamsville Road Corridor Imps Phase I	Yes	Yes	Yes
Crestwood Boulevard intersection / turn lane Improvements	***	Yes	Yes
Boyers Mill Road	Yes	Yes	Yes
Yellow Springs Road Improvements	***	Yes	Yes
Old National Pike (from MD 144 to New Mkt.)	Yes	Yes	Yes
Shockley Drive/Spectrum Drive	***	Yes	Yes
Gas House Pike (City Limit to Boyers Mill Rd) <i>Potential Future CIP</i>	Yes	Yes	2014+
Old National Pike (MD 75 to Mt. Airy) <i>Potential Future CIP</i>	Yes	Yes	2014+

***: To be determined, these roadways are designated bikeways that could include shoulders, curb lanes, intersection improvements and / or an adjacent shared use path as design permits 2014+: Potential CIP project after 2014.

In addition to being a designated county bike route, Old National Pike is part of the designated State Bike Route that runs east west across the entire State of Maryland. The installation of bike signs and/or pavement markings along Old National Pike has not been completed on the County sections due to concerns over lack of sufficient and consistent roadway shoulder width. To ensure continuity of the state bike route, SHA could recommend appropriate MUTCD signs for connecting roads in Carroll County including Mount Airy, as well as New Market, the City of Frederick and State & County sections of Old National Pike where shoulders are less wide. Additional design direction is available in the Maryland State Bicycle and Pedestrian Design Guide. Despite the lack of signing on the various State, County, City and Town sections, signage on sections of the rest of the route, east and west, has been installed. The route has also been published on official Maryland state highway bicycle maps.

Regional Bikeways

All new roadways that SHA constructs are required to accommodate cyclists in some manner; wide shoulders, wide curb lanes, or designated bike lanes.

The State of Maryland has designated a number of State Highways in Frederick County as State Bike Routes. These routes may not currently have specific improvements for bicyclists (shoulders / bike lanes / lane markings) even though they may be signed as bike routes. SHA initiated projects on these routes shall include accommodations for bicycles. These include:

Table 9: MD SHA Bike Route Extent & Signing Status

State Route #	Extent	Signed
MD 26	Carroll County Line to US 15	Yes
MD 194	MD 26 to Carroll County Line	Yes
MD 75	MD 26 to US 40 / Old National Pike	No
MD 31	MD 26 to Carroll County Line	Yes
MD 140	Carroll County Line to Pennsylvania Line via Emmitsburg ¹	Yes ¹
US 40 / Old National Pike	Carroll County Line to the Washington County Line ²	Partial ²
MD 28	Montgomery Cty. Line to Point of Rocks / US 15	Yes
MD 355 / Sugarloaf Parkway	MD 355 to MD 80 in Urbana	Yes + Bike Lanes
MD 80	Carriage Hill Drive to MD Business 355	Yes + Bike Lanes

¹ - Signed from Old Camp Road to Washington County Line, Not signed east of Old camp Road

² - If SHA installs bike route signs at some future time on MD 144, MD 27 under 170, and recommends signs in the City of Frederick & New Market & Mount Airy and recommends signing the County maintained section of Old National Pike, then BoCC concurrence to maintain bike route signs on the on County section could be sought. Division of Planning would present concurrence item.

There are also certain state highway intersection improvements where the state has marked the pavement with 'pocket lanes' at the intersections for bicycle use. Even though the route may not have official bike lanes or be designated as a bike route, SHA will attempt to provide the pocket lanes at intersections where the width is available (or when the intersection is being widened). Examples of this include MD 355 at MD 85, and MD 355 at Holiday Drive. This type of intersection improvement should be considered within the scope of any capital improvement project on county roads that are designated bikeways in the 1999 Bikeways and Trail Plan.



Pedestrian Facilities

In an effort to become more proactive with regards to improving pedestrian facilities in the County, two programmatic initiatives are recommended, one at the County level and the other for the State. As many parts of the County continue to develop at suburban and urban densities the need to provide missing links of pedestrian access to connect residential areas with schools, parks, and employment areas will increase as well. In particular, the Libertytown, Urbana, and Ballenger Creek and other areas adjacent to schools have a number of needs that could be addressed by either the State or County programs. The County also continues to get requests from area communities for creating additional pedestrian links in their communities. Future additions to any of these programs should focus on improving pedestrian safety throughout the county, particularly for school aged children, and improving access to transit.

For both the County and State programs it is recommended that the Division of Planning be responsible for identifying candidate projects and developing a general scope for the projects. The Division of Public Works would be responsible for the implementation of the improvements.

State Sidewalk Retrofit Program

This program has been in place for several years and provides local jurisdictions with a 50% match towards the construction of new sidewalks along *State* highways. The local jurisdiction is responsible for the other 50% of the construction costs as well as any design and right-of-way costs. The only projects in Frederick County funded by this program in the 2009-2014 CTP are in Frederick City along US 40 and in Brunswick along MD 464. One project in the County associated with this program in prior CTP funding years, MD Route 85 – Buckeystown Historic District, is no longer in the CTP. This project did not proceed because of the project not being within a priority funding area. This project would have required local matching funds from the county. Additional state projects are currently being considered by the City of Frederick. sidewalk retrofit projects in the county currently funded in the State CTP are described in the following table:

Table 10: State Sidewalk Retrofit Projects in Frederick County

Project Extent	Length of Sidewalk	Local Match Provider	State Funding	% Complete
US 40 – US 15 to McCain Drive	1900'	City of Frederick	\$200,000	0%
MD 464 - MD 17 N. Maple to 9 th Avenue	4300'	Not Required	\$150,000	0%

County Sidewalks / Safe Routes to School Program

Efforts continued this past year to establish a program similar to the state's that would focus on Frederick County sidewalks and establishing a Safe Routes to School Program. The program would focus only where there is sufficient existing, or easily obtainable, right-of-way. The Division of Planning has developed the framework for a countywide inventory to identify where sidewalk improvements would be needed and establishing priorities for individual projects. Although the inventory would include improvements on State highways as well as County roads, the State highway improvements would be implemented through the State's retrofit program.

Once the inventory is prepared and implementation guidelines are established, the County could create and maintain a line item in the CIP specifically for sidewalks, pedestrian safety, and Safe Routes to School improvements. This funding could also be used for crosswalk and intersection improvements. This funding source would also be used as a source for local dollars for those projects that are in receipt of State or Federal funds but require a local match. County staff has formed an informal committee to discuss Safe Routes to School needs and explore potential grant funded opportunities for 2009 & 2010. Most of the potential Federal Highway and State of Maryland grant programs are reimbursement based programs that have limited funding so program efforts have primarily been focused on non-infrastructure projects like education, encouragement, and enforcement programs. This effort involves staff or input from the Division of Planning, the Health Department, County Sheriff's Office, Division of Public Works, Planning & Development Review, County Municipalities and Frederick County Public Schools.



Recommendation

- *Establish a County sidewalk & Safe Routes to School Program*

State Community Safety and Enhancements Program

Streetscape Projects

There are two projects in the County currently associated with this program. Both of these projects have been deferred due to MDOT Revenue reductions. The county request funding to be restored to these projects.

- Town of New Market, MD 144 — Royal Oak Drive to Eastern Town Limits (\$4.919 million) Construction – This project may be eligible for ARRA funding
- Jefferson, MD 180 – US 340 to Old Holter Road (\$500,000) – Design

New projects:

- Middletown, US 40A – Streetscape – Town Center Drive to Eastern Circle. This project was in the State CTP in 2004 for funding of design and engineering (\$294,000) but was put on hold due to lack of funding and has not been in the CTP since that date. The Town of Middletown supports this request.

- Libertytown - Initiate scoping meeting with SHA and request funding for a project planning study to initiate a streetscape project in Libertytown to address sidewalk deficiencies; drainage issues; traffic calming; and landscaping improvements along Main Street (MD 26) in Libertytown
- Burkittsville Streetscape Project – The Town of Burkittsville and Frederick County requests funding for initial scoping/project planning study for a streetscape project and/or sidewalk retrofit project in Burkittsville along MD 17. A sidewalk retrofit project would require 50% local match of allocated funding.

Other BRAC Related Projects

This document has identified a number of projects related to the Department of Defense's Base Realignment and Closure (BRAC) activities and specifically their impact on Fort Detrick and the surrounding area. Frederick County and the City of Frederick see the opportunity for additional funding partnerships between the local jurisdictions, MDOT and the Department of Defense in anticipation of the development in and around the Fort Detrick Area. In addition to the noting of state projects specifically being BRAC related, a separate request to the Department of Defense for contributions and partnering in projects may be warranted. Specific BRAC related projects in need of additional funding are noted below:

State Highway Projects

- US 15 at Monocacy Boulevard Interchange – Design & Construction
- I-70 Phase 2D - Construction
- I-70 / US 15 Multimodal Study – Breakout Project Planning & Design
- Fort Detrick Area Traffic Impact Study

Local TransIT

- Frederick County requests funding to expand Connector route service to provide 30-minute service frequencies throughout the day.
- Expansion of peak-period shuttle service to regional communities such as Urbana, Middletown and New Market.

Regional Transit

- MTA Commuter Bus Service from north of the City of Frederick
- MTA Commuter Bus Service from City of Frederick to Baltimore
- MARC Rail – Frederick Line Reverse Commute Service

City of Frederick

- Rosemont Avenue Improvements / ROW allocation from Military to north Fort limits
- 7th Street Improvements
- Motter Ave Bridge over US 15 Improvements
- Opossumtown Pike East Entrance Intersection Improvements
- Monocacy Boulevard Central Section Improvements
- ROW on Military from 7th to Rosemont

City of Frederick & Frederick County

- Christopher Crossing Corridor Improvements
- Yellow Springs Road improvements

Frederick Municipal Airport

A master plan for the airport to guide short and long-term improvements has been completed and has received final approval by the FAA.

For FY 2009/10 the City of Frederick has identified the following improvement projects for the airport:

1. Air traffic control tower and access/perimeter road (\$9.5 million project for which traditional FAA funding sources are not available.) **This is a BRAC related project.**
2. Bailes Lane Demolition and Redevelopment Project (\$8.8 million).

For projects/improvements that are eligible for Federal Aviation Administration (FAA) funding the split is federal - 95%, State - 2.5%, and Local - 2.5%. The local share may be split between the City and the County.

Summary of Transportation Priorities For Frederick County

Submitted: May, 2009

State Primary Highways

Planning

- **I-70/Meadow Road Interchange** - Frederick County requests restoration of project planning funding deferred due to September, 2008 revenue reduction.

Design & Engineering

- **I-70 Phase 4** (Mainline I-70 widening from I-270 west to Mt. Phillip Road) - Frederick County requests funding to complete design and engineering. Two of the required bridge replacements are also included in the MD 180-351 project scope. **This is a BRAC related project.**
- **I-270/US 15 Multi-Modal Corridor Study** - In anticipation of the completion of the planning study in 2009, Frederick County in coordination with the City of Frederick, Montgomery County and the Maryland Department of Transportation, will begin the process of defining and prioritizing breakout projects to move forward with design and engineering. These improvements could include interchanges, safety improvements, or widening of highway road segments in Frederick County. The Board of County Commissioners acknowledges that an electronic toll lane system on State, Federal, or Interstate Highways will likely be part of any long-term solution to our traffic congestion and safety concerns. **This is a BRAC related project.**

Construction

1. **I-70, Phase 2D** –Restoration of full project construction funding deferred due to revenue reduction. *Project Status:* Preliminary design investigation is complete. Remaining design & construction can be completed as a design/build project. Project is eligible for and has been submitted for ARRA phase II stimulus funding.
2. **US 15/Monocacy Blvd Interchange** – Frederick County requests funding for the construction of an interchange at the intersection of US 15 and Monocacy Boulevard. Project planning is complete. Location approval and preliminary investigation report is expected Summer of 2009. This project will be funded for design and engineering by contributions from the City of Frederick (\$2 Million) and Frederick County (\$2 Million) in coordination with SHA. The County will also coordinate with the City of Frederick, the State Highway Administration, and adjacent property owners to identify private contributions from developers. **This is a BRAC related project.**

State Secondary Highways

Planning

1. **MD 144** – Frederick County requests funding to initiate project planning for improvements to MD 144. This project would include the widening of the roadway from existing 4-lane section that ends just west of Spring Ridge Parkway westward to the proposed roundabout at the ramp from westbound I-70 (just east of Bowmans Farm Road).
2. **MD 194** – Frederick County requests funding to complete project planning for improvements to MD 194 including the widening to a 4-lane divided roadway between MD 26 and Devilbiss Bridge Road. This project would address both capacity and safety issues.

Planning and right-of-way identification for a portion of this project from the intersection of MD 26 and MD 194 to the southern end of the Walkersville Bypass at Walkersville High School was completed as part of the MD 26 upgrades, allowing that portion to be able to move into the Design & Engineering Phase, while the segments of MD 194 north of Walkersville High School would need additional planning funded.

3. **MD 464 (Souder Road)** – Frederick County requests funding to initiate project planning for improvements to MD 464. This project includes reconstruction as a two-lane roadway between MD 79 and the eastern limits of the City of Brunswick.

Design & Engineering

- **MD 85 Phase III** - Frederick County requests funding for moving forward with design and engineering for Phase III of the MD 85 project from Crestwood Blvd to English Muffin Way rather than Phase II to take advantage of ongoing developer constructed improvements and developer funding contributions.
- **MD180 – MD 351**. Frederick County requests funding for design and engineering of interim improvements and capacity upgrades to the MD 180 – MD 351 corridor from Greenfield Drive to Corporate Drive. The county has contributed \$500,000 to project planning for this project.

Construction

- **MD 85 Phase I** - Frederick County requests construction funding to advance Phase I of the MD 85 project (I-270 interchange reconfiguration). The county has contributed \$2.1 Million to design and engineering for this project.

State Highway Safety Projects

- **US 15 (south of US 340)** – Request funding for a project pre-planning/feasibility study for this corridor. This study would continue to identify short term safety and capacity improvements along the US 15 Corridor from US 340 to the Potomac River. It would also identify ultimate improvements to widen US 15 to a 4-lane divided roadway with new grade-separated interchanges at MD 464 and Mountville Road. Developer funding may be available to support a portion of the improvements along this corridor.

Streetscape & Sidewalk Retrofit Projects

1. **Town of New Market Streetscape** (\$4.919 million – Construction) The Town of New Market and Frederick County request restoration of design and construction funding deferred due to 9/08 revenue reduction for this streetscape project in the town of New Market. This project may be eligible for ARRA funding.
2. **Jefferson Streetscape** – Frederick County requests restoration of design and construction funding deferred due to 9/08 revenue reduction for this longstanding streetscape project in the unincorporated community of Jefferson.
3. **Middletown Streetscape Project** – The Town of Middletown and Frederick County request restoration of engineering and design funding for a Middletown streetscape project. The Town of Middletown supports this request.
4. **Libertytown Project** – Frederick County requests funding for initial scoping/project planning study for a streetscape project and/or sidewalk retrofit project in Libertytown along MD 26 and MD 75.
5. **Burkittsville Streetscape Project** – The Town of Burkittsville and Frederick County requests funding for initial scoping/project planning study for a streetscape project and/or sidewalk retrofit project in Burkittsville along MD 17.

Local Transit

- Frederick County requests funding to expand Connector route service to provide 30-minute service frequencies throughout the day. **This is a BRAC related project.**
- Frederick County requests funding to expand peak-period shuttle service to regional communities such as Urbana, Middletown and New Market. **This is a BRAC related project.**
- Frederick County requests funding to expand paratransit service to meet growing demand.
- Frederick County requests funding to expand facilities and infrastructure to meet existing and future needs related to BRAC activities and projected growth including:
 - Parking Expansion
 - Facility Expansion
 - Passenger Shelters and Transfer Centers

Regional Transit

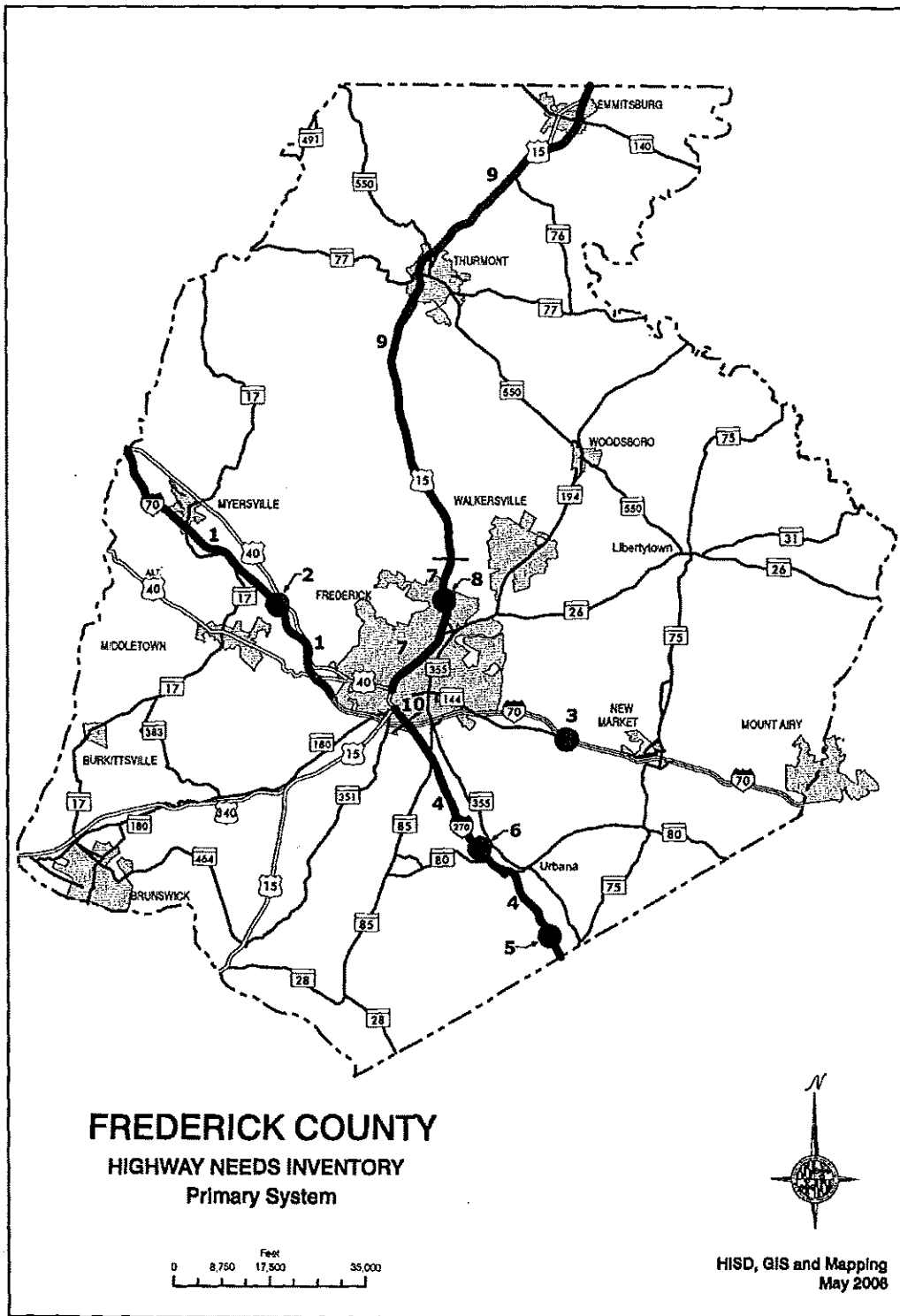
- Provide regional transit connection options between the Urbana Park & Ride and the Monocacy MARC station. This could include reverse commute or reduced fare options on the existing MTA 991 bus service. **This is a BRAC related project.**
- **MTA commuter bus** - Establish additional service from north of the City of Frederick to serve the Monocacy MARC Station and Shady Grove Metro. **This is a BRAC related project.**
- **MTA commuter bus** - Establish service from the Frederick area to the Baltimore area. **This is a BRAC related project.**
- **MARC System** – Restore any funding deferred due to the 9/08 revenue reduction and fund improvements in the Frederick's MARC Commuter Rail service by adding additional passenger cars, locomotives, and providing signal improvements along the MARC Brunswick line to accommodate existing and increase ridership by increasing the frequency of service to the Frederick City Spur line MARC Stations. **This is a BRAC related project.**
- **MARC System** - Fund reverse commute service on Brunswick Line and Frederick Spur & provide improvements at Point of Rocks Station for Frederick Spur line trains to board or disembark at Point of Rocks. **This is a BRAC related project.**
- **I-270 Transitway Study** – Frederick County requests funding to match developer and county contributions to conduct an engineering/corridor preservation study of the I-270 Transitway, an extension of the Corridor Cities Transitway into Frederick County. This study would assess the current master plan alignment to determine if the alignment is suitable or whether alternates should be considered. **This is a BRAC related project.**

Frederick Municipal Airport

Request funding from the Maryland Aviation Administration to support the following two projects, which are also supported by the City of Frederick:

1. Air traffic control tower and access/perimeter road (\$9.5 million project for which traditional FAA funding sources are not available.) **This is a BRAC related project.**
2. Bailes Lane Demolition and Redevelopment Project (\$8.8 million).

Appendix 1: Frederick County Highway Needs Inventory – Primary System



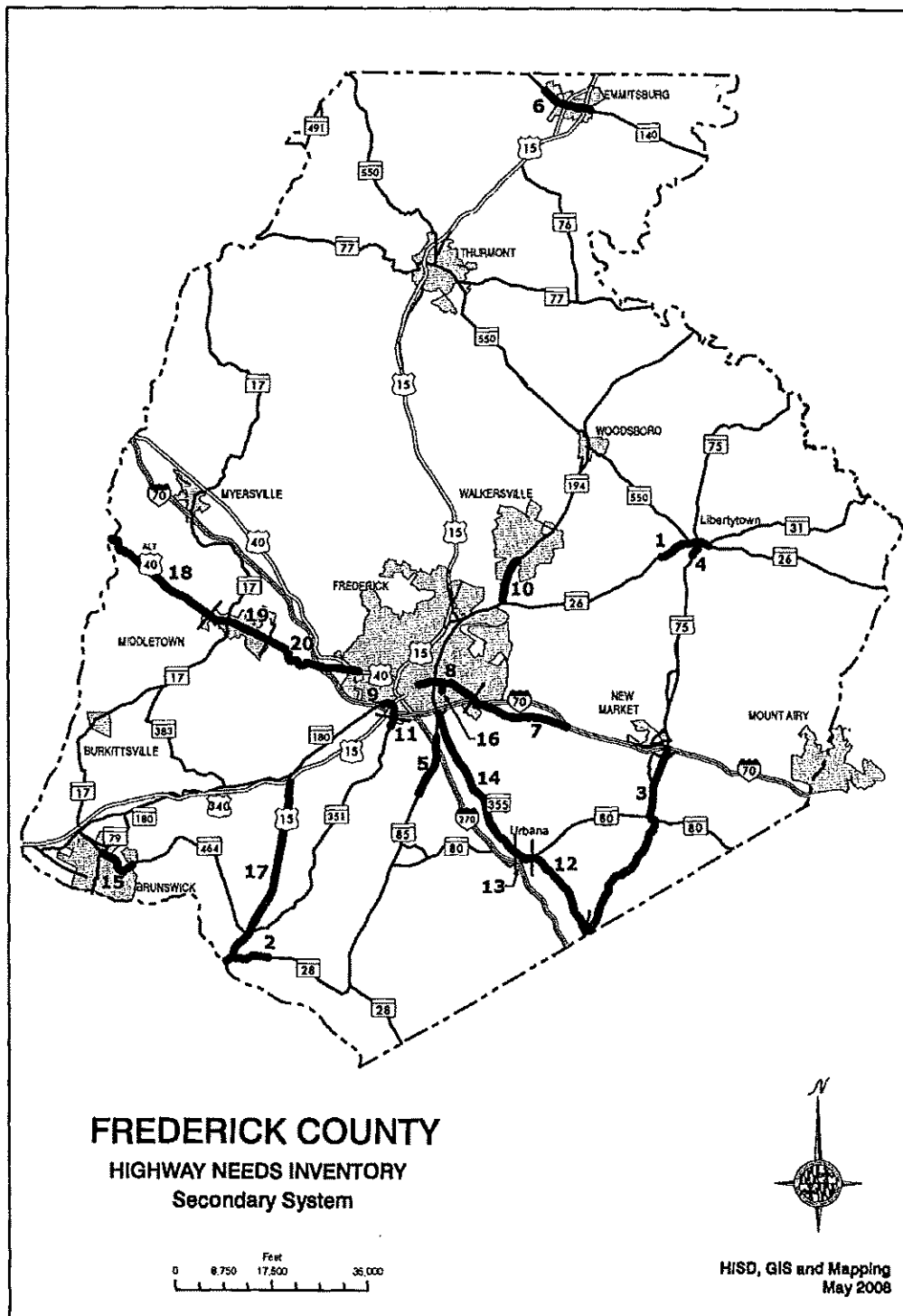
HIGHWAY NEEDS INVENTORY

Frederick County - Primary

(revised 2008)

Map Ref.	Route-Route Name Limits	Improvement Type Length	Cost (\$000)
1	IS 70 Eisenhower Memorial Highway Washington County line to west of Mt. Phillip Road	Freeway reconstruct 11.6	\$318,400
2	IS 70 Eisenhower Memorial Highway At Hollow Road	Interchange construct 0.5	\$88,400
3	IS 70 Baltimore National Pike At Meadow Road/Ijamsville Road	Interchange reconstruct 0.5	\$48,900
4	IS 270 Dwight Eisenhower Highway Montgomery County line to I-70 (US 40)	Freeway reconstruct (includes Managed lanes) 10.1	\$1,024,700
5	IS 270 Dwight Eisenhower Highway At MD 75	Interchange construct (includes extending MD 75 from MD 355 to I-270) 0.6	\$57,300
6	IS 270 Eisenhower Memorial Parkway At Park Mills Road	Interchange construct 0.5	\$48,900
7	US 15 Frederick Freeway US 40 to North of Biggs Ford Road	Freeway reconstruct 6.1	\$549,200
8	US 15 Frederick Freeway At Monocacy Boulevard	Interchange construct 0.5	\$48,900
9	US 15 Catoclin Mt. Highway North of Biggs Ford Road to Pennsylvania State line	Freeway reconstruct 19.8	\$291,800
10	US 40 Frederick Freeway US 15 to I-270	Freeway reconstruct 0.6	\$63,000

Appendix 2: Frederick County Highway Needs Inventory – Secondary System



HIGHWAY NEEDS INVENTORY

Frederick County - Secondary
(revised 2008)

Map Ref.	Route-Route Name Limits	Length	Improvement Type Cost (\$000)
1	MD 26 Liberty Road Artie Kemp Road to MD 31	1.8	2 lane reconstruct \$24,400
2	MD 28 Tuscarora Road relocated East of US 15 to 0.5 mile east of Rock Hall Road	1.3	2 lane reconstruct \$14,200
3	MD 75 Green Valley Road MD 355 to I-70	9.9	2 lane reconstruct \$86,400
4	MD 75 Walnut Street Jones Road to MD 26	0.5	2 lane reconstruct \$4,500
5	MD 85 Buckeystown Pike English Muffin Way to north of Grove Road.	2.1	Multi-lane divided reconstruct \$184,000
6	MD 140 Main Street Harney Road to Tract Road	1.8	2 lane reconstruct \$13,500
7	MD 144 FA Old National Pike Meadow Road/I-70 interchange to MD 870G	3.5	2 lane reconstruct
8	MD 144 FA West Patrick Street Bowmans Farm Road to Jefferson Street	2.5	Multi-lane urban reconstruct \$15,800
9	MD 180 Jefferson Pike I-70 to Ballenger Center Drive	0.8	Multi-lane reconstruct \$20,000
10	MD 194 Woodsboro Pike 0.1 mile north of MD 26 to Devilbliss Road	1.5	Divided highway reconstruct \$25,700
11	MD 351 Ballenger Creek Pike Crestwood Blvd. to Ballenger Center Drive	0.3	Multi-lane reconstruct \$23,000

HIGHWAY NEEDS INVENTORY

Frederick County - Secondary
(revised 2008)

Map Ref.	Route-Route Name Limits	Length	Improvement Type Cost (\$000)
12	MD 355 Urbana Pike MD 75 to MD 80	3.3	Multi-lane reconstruct \$65,300
13	MD 355 Urbana Pike MD 80 to north of Urbana	0.6	Multi-lane reconstruct \$14,300
14	MD 355 Urbana Pike North of Urbana to MD 85	5.7	Multi-lane reconstruct \$114,200
15	MD 464 Souder Road MD 79 to Corporate limits of Brunswick	1.4	2 lane reconstruct \$14,600
16	MD 475 East St. Extended South Street to proposed Walser Drive	0.3	Multi-lane construct \$7,800
17	US 15 Catoctin Mountain Highway Potomac River to US 340	6.8	Freeway reconstruct \$155,200
18	US 40 AL Old National Pike Washington County line to west of Middletown	4.5	2 lane reconstruct \$29,300
19	US 40 AL West/East Main Street West of Middletown to West of Hollow Road	2.2	2 lane urban reconstruct \$28,500
20	US 40 AL Old National Pike West of Hollow Road to US 40	3.7	Multi-lane reconstruct \$83,800